4.15 RECREATION

This section describes the existing offshore and onshore recreational opportunities in the vicinity of the proposed Project. During public scoping and the comment period for the October 2004 Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), commenters requested that the environmental analysis address the following Project impacts on recreation: recreational boating, fishing, whale watching, and other marine activities in waters near the floating storage and regasification unit (FSRU) and the Area to be Avoided (ATBA); recreational opportunities at Ormond Beach or future restoration plans that could increase recreational opportunities at Ormond Beach; and long-term impacts on recreation due to pipeline accidents or natural gas leakage.

These and other potential impacts are discussed in this section, and mitigation is identified as applicable. Effects on recreation from Project alternatives are also evaluated.

4.15.1 Environmental Setting

The proposed Project includes installation and operation of an FSRU, which would be anchored and moored on the ocean floor 12.01 nautical miles (NM) (13.83 miles or 22.25 kilometers [km]) off the coast of Ventura and Los Angeles Counties, in waters 2,900 feet (884 meters [m]) deep, as well as associated subsea and onshore natural gas pipelines.

4.15.1.1 Offshore Recreation

Offshore recreational opportunities in the Project area are mainly ocean-oriented, with specific emphasis on boating, sportfishing, and sailing. Tourist-oriented activities include sightseeing, whale watching, sportfishing, pleasure boating, and diving. Surfing, skin diving, self-contained underwater breathing apparatus (SCUBA) diving, line fishing, camping, and swimming are popular sports in the terrestrial-marine interface zone in the Project area. Recreation is an important component of the local economy.

Boating

Recreational boats can be launched at any of the ports or harbors near Ormond Beach, including the Port of Hueneme 3 miles (4.8 km) to the north, Channel Islands Harbor 5 miles (8 km) to the north, and Ventura Harbor 10 miles (16.1 km) to the north.

The Port of Hueneme primarily serves commercial cargo and military vessels. It is the only deep water harbor between Los Angeles and the San Francisco Bay area and is the U.S. port of entry for California's central coast region (Port of Hueneme 2005). Four sightseeing/sport fishing boats operate from this port. Channel Islands Harbor has nine marinas for recreational watercraft and four yacht clubs, providing approximately 2,600 slips that accommodate boats up to 105 feet (32 m), including 125 sightseeing, sportfishing, and dive boats. Ventura Harbor has 1,375 slips. Boats within Ventura Harbor are typically 20- to 36-foot (6.1 to 11 m) pleasure boats and commercial-

recreational boats. Ventura Harbor has berths for 120 commercial fishing boats and vessels ranging from 36 to 80 feet (11 to 24.4 m) in length (U.S. Department of the Interior 2001) that service offshore oil and gas platforms.

According to the Ventura Harbormaster, most recreational boating from that harbor occurs either near the shore with personal watercraft and small power- and sailboats, or with large powerboats and medium to large sailboats as far as 17.4 NM (20 miles or 32.2 km) offshore (Crane 2004). Most of the watercraft leaving Ventura Harbor travel north of Ormond Beach to Anacapa Island (12.2 NM [14 miles or 22.6 km] offshore) and Santa Cruz Island (17.4 NM [20 miles or 32.2 km] offshore). These are the most visited islands in the Channel Islands National Park (CINP) (National Park Service 2004). While activity near the shore and in the CINP is common, at any given time boats could be scattered throughout the marine environment (Dore 2004).

Many recreational boaters launching from Channel Islands Harbor travel to the CINP and stay north of Ormond Beach and the proposed Project location. In general, recreational boaters in the Oxnard-Ventura area travel past Platform Grace and into and beyond the shipping lanes heading for the CINP (Dore 2004). However, some recreational boats travel past the shipping lanes to destinations farther south.

The locations of the commercial shipping lanes in relation to the FSRU are shown in Figure 1.0-1 in Chapter 1, “Introduction.” The sight of large commercial vessels within these shipping lanes is common for recreational boaters. Annual commercial vessel traffic in the area consists of approximately 5,000 large (more than 300 gross weight tons) vessels transiting within these lanes in the Santa Barbara Channel (10,000 transits total), approximately 250 large commercial vessels crossing these traffic lanes to enter and leave Port Hueneme, and approximately 120 supertankers and other vessels not using the traffic scheme en route to and from refineries in El Segundo, Los Angeles, and Long Beach. Other vessels using the area include commercial fishing boats and naval vessels traveling to the Point Mugu Sea Range.

Recreational Fishing

Recreational fishing generally occurs within 2.6 NM (3 miles or 4.8 km) of the shore. Area sportfishing boats operate out of the Port of Hueneme, Ventura Harbor Marina, and the Channel Islands Harbor. Recreational fishing involves hook-and-line fishing from private or rental boats and commercial passenger fishing vessels. Recreational fishers in Southern California access nearshore and offshore areas, targeting bottom fish and mid-water fish species. Types of fish normally caught near the shore include kelp bass, mackerel, California sheepshead, halfmoon, and whitefish. Deepwater fishing concentrates on yellowtail, tuna, white sea bass, and barracuda. Table 4.15-1 shows the sportfishing species count at four local landings, including Santa Barbara, from recreational fishing data collected during 2001.

Table 4.15-1 Sportfishing Species Count in Ventura County

Landing	Albacore	Barracuda	Bigeye Tuna	Bluefin Tuna	Calico Bass	Dorado	Halibut	Lingcod	Salmon	Sand Bass	White Sea Bass	Yellowfin Tuna	Yellowtail
Santa Barbara	1,015	795	0	0	4,902	0	64	338	1	2,200	167	0	0
Oxnard[a]	1,708	16,274	0	22	23,155	3	923	484	2	25,295	3,158	6	1,095
Oxnard[b]	0	5,568	0	0	6,991	0	183	255	4	21,135	565	0	135
Port Hueneme	1,099	4,658	0	5	8,498	0	270	323	1	12,939	1,295	0	817
Totals	3,822	27,295	0	27	43,546	3	1440	1400	8	61,569	5,185	6	2,047

Source: Allcoast Sport Fishing Fish Reports 2001.

Notes:

Counts are number of fish caught in 2001.

[a] CISCO's Sport, Inc.

[b] Captain Hook's Sportfishing

Recreation on the Channel Islands

The CINP consists of 249,354 acres (100,914 hectares [ha]), half of which are under the ocean, and includes the islands of Santa Cruz, Anacapa, San Miguel, Santa Rosa, and Santa Barbara. Anacapa Island is the closest island to the Project area (see Figure 2.1-2 in Chapter 2, "Description of the Proposed Action"). The CINP boundary extends 1 NM (1.2 miles or 1.9 km) offshore. Marine resources surrounding the Channel Islands are protected as part of the Channel Islands National Marine Sanctuary (CINMS). The current boundaries of the CINMS extend 6 NM (6.9 miles or 11.1 km) offshore from the San Miguel, Santa Rosa, Santa Cruz, Anacapa, and Santa Barbara Islands. The FSRU, subsea pipelines, and landfall location would be outside the current CINMS boundaries but are within one of the expanded working boundary concepts that are currently under evaluation by the CINMS (see Section 4.13, "Land Use").

Whale-watching and day trips to the Channel Islands are sponsored by Island Packers, a private firm based in Ventura Harbor. Table 4.15-2 describes water-oriented recreational activities in the CINMS. Table 4.15-3 shows the monthly numbers of visitors and overnight campers to these islands. Peak island visitation occurs from March through October, with the greatest use occurring in May and June. The National Park Service oversees camping on islands in the CINP.

Other Ocean-Dependent Activities

The central coast of California is one of the most popular surfing spots in the world, and surfing is a year-round activity in Ventura County. Popular surfing locations near the Project area are McGrath State Beach, 8 miles (12.9 km) to the north, and Ventura Harbor, 10 miles (16.1 km) to the north. Skin and SCUBA diving are also popular along the Ventura County coastline, among the kelp beds and reefs, and offshore among

marine habitat, shipwrecks, and offshore oil and gas structures. Other in-water activities include swimming and line fishing.

Table 4.15-2 Water-Oriented Recreational Activity in Channel Islands National Marine Sanctuary 1999

Activity	Ventura County (person-days)	Santa Barbara County (person-days)	Los Angeles County (person-days)	Location of Highest Distribution of the Activity
Whale-watching	17,718	8,266	Not Reported	Anacapa, West Santa Cruz, and Santa Rosa Passage
Sailing	3,731	Not Reported	284	East Santa Cruz
Kayaking	65	1,168	Not Reported	Santa Cruz, West Santa Rosa, and West San Miguel
Charter boat diving	17,429	7,669	611	Anacapa and East Santa Cruz
Private boat diving	42,155	4,513	581	Anacapa
Charter boat fishing	148,638	8,758	1,374	Anacapa and East Santa Cruz
Private boat fishing	199,073	12,672	2,270	All five islands

Source: U.S. Department of the Interior, Minerals Management Service, 2001. Table 4.9.3.2-2.

Table 4.15-3 Daily Visitors and Overnight Campers at Channel Islands National Park, January to December 2000

Month	Anacapa		Santa Barbara		Santa Cruz		Santa Rosa		San Miguel	
	Daily	Camp	Day Use	Camp	Daily	Camp	Daily	Camp	Daily	Camp
Jan	293	19	9	0	2,345	169	1,170	18	0	0
Feb	325	0	0	0	126	41	0	0	43	0
Mar	1,783	5	6	0	1,287	317	104	71	0	0
Apr	1,655	43	160	45	1,738	551	311	205	0	0
May	2,269	104	125	60	1,946	711	401	268	87	0
Jun	2,360	146	210	144	1,826	504	484	283	225	106
Jul	3,060	165	320	94	2,685	1,200	433	273	145	36
Aug	2,165	224	247	50	3,225	1,547	430	292	222	59
Sep	1,158	159	18	0	2,282	957	334	170	136	18
Oct	688	55	6	0	1,245	527	159	149	79	0
Nov	422	36	3	0	671	267	22	16	3	0
Dec	306	6	7	0	462	167	25	19	9	0

Source: U.S. Department of the Interior, Minerals Management Service, 2001.

4.15.1.2 Onshore Recreation

Beaches and Coastal Parks

Beaches and beach parks in the vicinity of the proposed Project's shore crossing include:

- Ormond Beach (see below)
- Port Hueneme Beach Park, 1.3 miles (2.1 km) northwest;
- La Janelle Beach, 2.7 miles (4.3 km) northwest; and
- Silver Strand Beach, 2.8 miles (4.5 km) northwest.

The following beaches are more than 3 miles (4.8 km) from the shore crossing: Oxnard State Beach Park, Hollywood Beach, Mandalay County Park, and McGrath State Beach. The Point Mugu military facility is situated on the coastline to the southeast and directly adjacent to the Reliant Energy Ormond Beach Generating Station.

Ormond Beach

The proposed shore crossing for the Project's subsea pipelines is at the Reliant Energy Ormond Beach Generating Station. Ormond Beach is separated from the rest of the City's coastal zone by the City of Port Hueneme. The beach has 11,400 feet (3,475 m) of beach frontage and approximately 210 acres (85 ha) of dry sandy area (City of Oxnard 2000a).

Although Ormond Beach is used for recreation, the McGrath-Mandalay area to the north is more popular. No recreational use data for Ormond Beach are available. Recreational opportunities within the Project area are mainly ocean-oriented, e.g., sportfishing, boating, and bird watching.

The sandy area at Ormond Beach is wide and suitable for many recreational activities but is not fully utilized because of its lack of access. Access to Ormond Beach is via Perkins Road and Arnold Road. Perkins Road bisects an industrial area and has a parking lot at its terminus. Arnold Road is a narrow rural road with little provision for parking near the beach access point. During wet weather periods, poor drainage conditions cause substantial flooding along the roadways in the area (City of Oxnard 2000a). Vehicle and pedestrian access to parts of Ormond Beach is restricted because of the presence of important biological resources, including significant habitat, particularly in the wetland areas off Arnold Road (see Section 4.8, "Biological Resources – Terrestrial).

Local coastal policy calls for the improvement of these roads to provide access to Ormond Beach. The City of Oxnard plans to pursue all funding options to provide parking along these streets.

The City of Oxnard and the California Coastal Conservancy have proposed ongoing wetland restoration projects at Ormond Beach that would restore tidal flow to some of the fragmented wetlands. These projects may result in additional recreational opportunities at Ormond Beach. Section 4.13, "Land Use," describes the status of these planning efforts.

Because the pipeline will use special technology to bore under the beach, and because all construction activity would occur within the Reliant property, the construction or presence of the pipeline at Ormond Beach would not alter recreational opportunity at Ormond Beach, nor would it impede wetlands restoration efforts.

Inland Parks

Camping sites are available at a number of parks in Ventura County, as discussed in Section 4.16, "Socioeconomics."

In addition to beaches and coastal parks, several inland recreation areas are located in the vicinity of the proposed Project (see Table 4.15-4). The Center Road Pipeline would be located mostly in road rights-of-way (ROWs) and would not cross through or be adjacent to any of these public parks. The proposed pipeline would, however, pass directly adjacent to the Saticoy Country Club and very near the Cabrillo Racquet Club.

The Saticoy Country Club is a private recreational facility with an 18-hole golf course. The proposed Center Road Pipeline would parallel the edge of the golf course for a short distance and would be approximately 125 feet (38 m) from the course at its nearest point. The Cabrillo Racquet Club, located adjacent to the Saticoy Country Club, is a private club that has 11 championship tennis courts, a fitness center, and a lounge. It is open daily and offers night-lighted courts. The proposed Center Road Pipeline would be approximately 500 feet (152 m) from the club at its nearest point.

Because the pipeline would be mainly confined to existing road ROWs, the Project would not prohibit access to or directly affect existing or future uses of these parks.

The following areas in the vicinity of the Reliant Energy Ormond Beach Generating Station have been identified by the City of Oxnard as potential future park sites:

- Cypress Park;
- Ormond Beach Park;
- North Ormond Beach Park;
- South Ormond Beach Park; and
- Oxnard Dunes Park.

Again, because the pipeline would be mainly confined to existing road ROWs, the Project would not affect these proposed parks.

Table 4.15-4 Public Parks, Trails, and Other Recreation Facilities Within 1 Mile (1.6 km) of the Proposed Center Road Pipeline and its Alternatives

Park/Trail Name	Activities	Jurisdiction	Park/Trail Size/Length	Distance to Closest Pipeline Route Milepost[a]
Public access adjacent to Ormond Beach near power plant	Public beach	City of Oxnard	~10 acres (4 ha)	<750 feet (229 m) from MP 0 (P/A1/A2)
Southwinds Park	—	City of Oxnard	~5 acres (2 ha)	~0.9 mile (1.4 km) to MP 1.2 (P/A1/A2/A3)
Pleasant Valley Park	—	City of Oxnard	~15 acres (6.1 ha)	~0.75 mile (1.2 km) to MP 1.2 (P/A1/A2/A3)
Johnson Creek Park	—	City of Oxnard	~125 acres (50.6 ha)	~0.6 mile (1 km) to MP 2 (A1)
College Estates Park	—	City of Oxnard	~5 acres (2 ha)	~0.5 mile (0.8 km) to MP 2 (A1)
College Park	Picnic areas and amphitheater	City of Oxnard	~50 acres (20.2 ha)	~0.5 mile (0.8 km) to MP 3 (A1)
Lemonwood Park	—	City of Oxnard	~10 acres (4 ha)	~0.5 mile (0.8 km) to MP 4 (A1)
Thompson Park	—	City of Oxnard	~5 acres (2 ha)	~0.6 mile (1 km) to MP 6 (A1)
Del Sol Park	Soccer fields	City of Oxnard	~25 acres (10.1 ha)	~0.8 mile (1.3 km) to MP 8 (A1)
West Village Park	—	City of Oxnard	~5 acres (2 ha)	~0.3 mile (0.5 km) to MP 8 (A1)
Rio Lindo Park	—	City of Oxnard	~5 acres (2 ha)	~0.6 mile (1 km) to MP 8 (A1)
Borchard Oak Park	—	City of Oxnard	~1 acre (0.4 hectare)	~0.75 mile (1.2 km) to MP 8 (A1)
Saticoy Country Club	Golf	Ventura County	~100 acres (40.5 ha)	~0.05 mile (0.08 km) to MP 13.5 (P)
Cabrillo Racquet Club	Tennis	Ventura County	~5 acres (2 ha)	~0.01 mile (0.02 km) to MP 13.2 (P)
Sterling Hills Golf Course	Golf	City of Camarillo	~150 acres (60.7 ha)	~0.8 mile (1.3 km) to MP 10 (P/A2/A3)
Spanish Hills Golf and Country Club	Golf	City of Camarillo	~200 acres (80.9 ha)	~0.5 mile (0.8 km) to MP 8.5 (P/A2/A3)

Sources: City of Santa Clarita 2004; City of Oxnard 2004; Ventura County 1988; *City of Oxnard 2005; Ventura County Parks 2005;Yahoo! Maps*

Notes: MP = milepost; ha = hectares.

[a]Pipeline routes in parentheses: P = proposed route; A1 = Center Road Alternative 1; A2 = Center Road Alternative 2; A3 = Center Road Alternative 3.

Finally, due to the abundance of parks and the diversity of recreational opportunities in the vicinity of the Project, it is not anticipated that construction workers coming into the area to work on this Project would place added burdens on the parks, as the workers

would be temporary and would likely participate in the same recreational activities as the local population.

City of Santa Clarita Recreational Opportunities

The Line 225 Pipeline Loop would traverse the City of Santa Clarita, which is an inland city located on the boundary of the Angeles National Forest. Table 4.15-5 summarizes the parks and trails within 1 mile (1.6 km) of the proposed Line 225 Pipeline Loop and its alternative route. The largest recreation facility is Quigley Canyon Open Space (158 acres [64 ha]), and the smallest is Almendra Park (4.3 acres [1.7 ha]).

Table 4.15-5 Public Parks and Trails Within 1 Mile (1.6 km) of Proposed Line 225 Pipeline Loop

Park/Trail Name	Activities	Jurisdiction	Park/Trail Size/Length	Distance to Closest Pipeline Milepost
Quigley Canyon Open Space (not shown on maps)	Hiking and horseback riding.	City of Santa Clarita	158 acres (64 ha)	<1 mile (1.6 km) from MP 0
Newhall Memorial Park	Barbecues; picnic tables; basketball, volleyball, and shuffleboard courts; lighted ball field; rustic areas; play area; swimming pool; community room; and restrooms.	City of Santa Clarita	15 acres (6.1 ha)	~1 mile (1.6 km) from MP 2 (on west side of San Fernando Road)
Circle J Ranch	Children's play area, picnic tables, and restrooms.	Circle J Ranch Homeowners Association/City of Santa Clarita	5.3 acres (2.1 ha)	<1 mile (1.6 km) from MP 2
Valencia Glenn Park	Barbecues, picnic tables, senior courts, basketball court, children's play area, community room, soccer field, swimming pool, and restrooms.	City of Santa Clarita	5.5 acres (2.2 ha)	~1 mile (1.6 km) from MP 2
Almendra Park	Basketball, children's play area, and picnic tables.	City of Santa Clarita	4.3 acres (1.7 ha)	<1 mile (1.6 km) from MP 2
Bridgeport Community Park	Children's play area, picnic tables, and softball.	City of Santa Clarita	16 acres (6.5 ha)	<1 mile (1.6 km) from MP 4
South Fork Multi-Use Trail	Parking facilities for cars and horse trailers on Magic Mountain Parkway	City of Santa Clarita	2.5 miles (4 km)	Crossed by ROW at MP 3.7

Sources: City of Santa Clarita 2004; Los Angeles County 1993, 2005; Yahoo! Maps
Notes: MP = milepost; ha = hectares; ROW = right-of-way.

Activities offered at the recreation facilities in this area are diverse. Newhall Memorial Park and Valencia Glenn Park offer the greatest number of activities (barbecues, picnic tables, basketball, play area, swimming pool, restrooms, and community room). Two trail systems are open to the public within the area—Quigley Canyon Open Space and a multi-use trail along the South Fork Santa Clara River. The pipeline route crosses the multi-use trail along the South Fork Santa Clara River. All but one of the recreation areas identified, Circle J Ranch, are managed by the City of Santa Clarita. The pipeline route would include a segment along Magic Mountain Parkway, the access route to Six Flags/Magic Mountain. Annual visitation at Magic Mountain was estimated at 3.1 million during 2002 (Amusement Business 2002).

The Project would not affect these parks because the pipeline would be mainly confined to existing road ROWs; however, the pipeline would cross the South Fork multi-use trail, which provides parking facilities for cars and horse trailers on Magic Mountain Parkway.

4.15.2 Regulatory Setting

Major State and local laws and regulations related to recreation are identified in Table 4.15-6.

Table 4.15-6 Major Laws, Regulatory Requirements, and Plans for Recreation

Law/Regulation/ Plan/Agency	Overview; Key Elements and Thresholds; Applicable Permits
State	
The California Coastal Act, 1976 California Code of Regulations, Title 14, Natural Resources, Division 5.5	• The California Coastal Act includes specific policies (see Division 20 of the Public Resources Code) that address coastal issues: shoreline public access and recreation, lower-cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. • § 30220: Coastal areas suited for water-oriented recreational activities that cannot readily be provided in inland water areas shall be protected for such uses. • § 30221: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. • § 30222: The use of private lands suitable for visitor-serving commercial recreation facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. • § 30223: Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. • § 30224: Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas; increasing public launching facilities; providing additional berthing

Table 4.15-6 Major Laws, Regulatory Requirements, and Plans for Recreation

Law/Regulation/ Plan/Agency	Overview; Key Elements and Thresholds; Applicable Permits
	space in existing harbors; limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities; providing harbors of refuge; and providing for new boating facilities in natural harbors, new protected water areas, and areas dredged from dry land. • § 30230: Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. • § 30262(d): Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the U.S. Coast Guard and the U.S. Army Corps of Engineers. • Consistency with relevant provisions of the Coastal Act is discussed in the impact evaluations.
Local	
Ventura County	• Parks and recreation goals are to promote multi-uses of existing physical resources, e.g, for utility easements, and to ensure compatibility between recreation facilities and adjacent land uses.
City of Oxnard General Plan	• Designates Ormond Beach for industrial and recreational uses, including energy facilities. Priority is given to coastal-dependent, non-energy-related industries.
City of Santa Clarita General Plan	• Park and recreation goals include using the Santa Clara River as a central recreation corridor and providing an efficient public trails system with linkages to other parks. • The General Plan's needs assessment concluded that additional park areas are needed to meet population demands. • The Project's effects must account for demand at neighborhood and regional parks.

4.15.3 Significance Criteria

Impacts on recreation are considered significant if Project construction or operation would:

- Permanently alter a recreational resource, e.g., permanent clearing of unique vegetation, habitat, or outstanding landscape or seascape characteristics;
- Result in the loss of 10 percent or more of an established or planned recreation site or prevent access to the site during its peak use periods or for more than one year;
- Reduce the quality of the recreational experience, e.g., routine operations that degrade the character of a recreation area;

- Increase the use of existing parks, resulting in more than 1 percent physical deterioration;
- Conflict with existing or future area-wide or local recreational policies or plans, including plans for parks or other special-use areas; or
- Create incompatible adjacent land uses as defined by planning documentation.

Impacts on sportfishing would be considered significant if any of the following apply:

- Project activities temporarily reduce fish catch rates within 1 mile (1.6 km) of the Project by 10 percent or more in a single season or reduce any fishery by 5 percent or more for more than one season; or
- Harvesting time is lost because of harbor closures or changes to living marine resources and habitat or equipment or vessels are lost, damaged, or require subsequent replacement.

The significance criteria above are addressed in the impact analysis and were used to develop appropriate mitigation measures to avoid, reduce, or minimize impacts. The Applicant has also designed the Project and incorporated measures to avoid causing the potential for certain impacts. The following significance criteria are therefore not applicable and are not analyzed further:

- The Project would not result in the loss of 10 percent or more of an established or planned recreation site or prevent access to the site during its peak use periods.
- The proposed Project would not result in permanent impacts on parks because the construction is generally limited to existing ROWs or agricultural fields. Temporary minor nuisances such as noise, dust, and light, however, would be generated.
- One trail in Santa Clarita would incur temporary restricted access.
- Construction at Ormond Beach would not impact recreational opportunity because the use of horizontal directional boring (HDB) technology would eliminate any need for more invasive construction activities (trenching, stockpiling, etc.) that typically require fencing or closing of the construction site. Additionally, the pipeline would be bored under Ormond Beach directly onto the Reliant Energy Ormond Beach Generating Station property. All construction activity would occur within this property and would not affect recreation, parking, access, or future plans (recreation or restoration) at Ormond Beach. Additional information is included in Section 2.6.1, “Shore Crossing via HDB.”
- The Project would not conflict with existing or future area-wide or local recreational policies or plans, including plans for parks or other special-use areas, nor would it create incompatible adjacent land uses.

- The Project would not increase the use of existing parks, resulting in more than 1 percent physical deterioration. Construction of the Project would bring a minimal number of new workers to the Project area. These workers would have many choices of recreational opportunities in the area, and no single recreational facility would incur a significant increase in use.

4.15.4 Impact Analysis and Mitigation

Applicant-proposed measures (AM) and agency-recommended mitigation measures (MM) are defined in Section 4.1.5, "Applicant Measures and Mitigation Measures."

Impact REC-1: Temporary Restrictions on Offshore Recreational Boating and Fishing during Construction and Temporary Reductions of Fish Catch

Construction activities would temporarily restrict recreational boating and recreational marine fishing (Class III).

Offshore construction activities that could affect offshore boating and fishing include installation of the offshore pipelines and HDB at the shore crossing. The HDB exit point would be in State waters. A pipelaying barge and other vessels would be stationed at the exit point for approximately 35 days during HDB activities and then would move along the pipeline route as the pipe is laid. See Section 2.6, "Construction and Installation: Offshore Pipelines and Shore Crossing," for more detail.

During construction, the proposed Project would temporarily restrict public access to the ocean at the locations where construction is occurring within State waters. Vessel traffic in the area would be restricted during construction to ensure public safety and successful installation of the pipeline.

The FSRU would be located in waters where the depths are approximately 2,900 feet (884 m). Most charter boat fishing in the area occurs in water less than 328 feet (100 m) deep, where the bottom is flat and sandy (Natural Resource Consultants 2003). Sportfishing for rockfish and lingcod occurs around rock bottoms in depths less than 197 feet (60 m). Sportfishing for halibut occurs in areas with sandy or gravel bottoms in depths of less than 492 feet (150 m). Therefore, installation of the FSRU and mooring system would not interrupt recreational deep-sea fishing.

During construction, fishing would be restricted temporarily along the length of the pipelines. Thus, the area in which sportfishing could occur would be reduced during construction. However, the fishing-restricted area would be small compared with the area in which sportfishing could take place and exclusion from this area would be temporary. Sportfishing boats could choose alternative locations during the construction, and therefore there would be no reductions in fish catch. As discussed in Section 4.7, "Biological Resources – Marine," construction would not cause long-term degradation of fish habitat.

The potential impact is negligible and is not considered significant, and no mitigation is required.

Impact REC-2: Restricted Recreational Fishing Due to Area to be Avoided

Operational activities could restrict offshore recreational activities because of the creation of a 2 NM (2.3 miles or 3.7 km) Area to be Avoided around the FSRU and a safety zone around the LNG vessels (Class III).

All boaters would be required to maintain a minimum distance of 1,640 feet (500 m) (the "safety zone") from the FSRU and would be advised of the 2 NM (2.3 miles or 3.7 km) ATBA, both of which would be shown on nautical charts. Recreational boaters would be prohibited from the safety zone and would be expected to avoid the ATBA. One tugboat would be permanently stationed at the FSRU to patrol the safety zone. The area excluded from use by recreational boaters is small in relation to the area of the open sea remaining for their use and is in waters much deeper than those typically used by sportfishing (see Impact REC-1, above). Therefore, the impact would be adverse, but not significant, and no mitigation would be required.

The ATBA represents a long-term reduction of the sportfishing area; however, because the ATBA would be small with respect to the entire area available (less than 5 percent of the fishery), these would not significantly reduce the regional sportfishing resource. In addition, the area around the proposed FSRU is not an area heavily used by sportfishers. Therefore, this would be adverse but less than significant impact and no mitigation would be required.

In addition, the U.S. Coast Guard (USCG) would likely set a safety zone of, for example, approximately 1,000 yards (914 m) ahead and 500 yards (457 m) astern for LNG carriers traveling to Cabrillo Port within the territorial waters. These moving safety zones could disrupt sportfishers, but the effect would be localized and temporary.

Potential impacts as a result of increased vessel traffic as well as additional detail about the ATBA are provided in Section 4.3, "Marine Traffic." As discussed in the Marine Traffic section, 33 Code of Federal Regulations (CFR) § 160 mandates that LNG tankers give a Notice of Arrival 96 hours prior to arrival, giving their position, last port of call, next port of call, crew roster, cargo manifest, time of arrival, and a report of any equipment casualties that could affect safety.

Impacts on recreational fishing due to restricted access near liquefied natural gas (LNG) carriers in transit would be temporary and therefore adverse but not significant, and mitigation would not be required.

Impact REC-3: Reduce the Quality of the Offshore Recreational Experience

During Project operations, the presence of the FSRU would alter the recreational experience of recreational boaters, including visitors on whale-watching trips and other visitors to the CINP (Class I).

As previously discussed, most boaters from Ventura, 10 miles (16.1 km) north of Ormond Beach, and Channel Islands Harbor, 5 miles (8 km) north of Ormond Beach, head to the CINP. Cabrillo Port would be located 18.71 NM (21.5 miles or 34.7 km) southeast of Anacapa Island, the closest island in the CINP. In general, recreational boaters traveling to these islands would not pass by Cabrillo Port on their way to the CINP. Traveling from these harbors, recreational boats would normally be approximately 18.71 NM (21.5 miles or 34.7 km) away from the FSRU. Because of this distance, the FSRU would not be visible to most boaters (see Section 4.4, "Aesthetics").

While many recreational boaters head to the CINP, there are also boaters who travel throughout the offshore area. Whale-watching trips also travel throughout the area and could have a closer vantage point than many other recreational boaters. During operations, the public would not be restricted from any Project pipeline ROWs.

The commercial shipping traffic lanes (traffic separation scheme [TSS]) are located between the shoreline and the proposed FSRU site so recreational boaters are accustomed to seeing large commercial vessels in the area—5,000 large commercial vessels transit the Santa Barbara Channel TSS annually (10,000 transits total).

The long-term change in character of the recreational experience for nearshore boaters would be small since the FSRU could be seen from the nearshore areas as an almost indistinguishable thickening of the horizon (see Section 4.4, "Aesthetics"). The Project would not cause significant alteration of the nearshore boating experience.

Farther from shore, recreational boaters traveling in the area surrounding the FSRU site would often see large vessels traveling in the shipping lanes and the presence of the FSRU would represent a long-term change to the seascape in the area. All boaters would be required to maintain a distance of 1,640 feet (500 m) from Cabrillo Port and would be expected to avoid the 2 NM (2.3 miles or 3.7 km) ATBA around the FSRU. However, they could still see the FSRU, which would be stationary, in contrast to the ships traveling in the shipping lanes. In addition, an LNG carrier would be periodically moored adjacent to the FSRU while unloading at Cabrillo Port.

As discussed in Section 4.4, "Aesthetics," the permanent change in character of the seascape from installation and operation of the FSRU could represent a significant impact. Judging the intensity of the impact with respect to recreational boaters is subjective. Some boaters would not find the FSRU to be a significant adverse impact on their recreational experience because they are accustomed to the large ships traveling nearby in the shipping lanes. However, because some recreational boaters would respond to the change in character of the seascape as a significant adverse impact, this document concludes that these boaters would experience a long-term and permanent change in the character of the offshore recreational resource. Therefore, the Project would result in a significant impact on offshore recreation for which no feasible mitigation exists.

Impact REC-4: Reduce the Recreational Experiences at or Restrict Access to Ormond Beach

Construction or maintenance activities at the shore crossing could temporarily impede recreational uses or degrade recreational experiences at Ormond Beach because of the noise, dust, and light generated during construction and repairs or because of an accidental release of drilling fluids or a gas leak (Class III).

Construction across Ormond Beach consists of boring the pipelines under the beach from the Reliant Energy property to offshore. HDB technology would be employed to place the subsea pipelines at least 50 feet (15.24 m) below the beach. The two HDB shore approaches would be approximately 4,265 feet (1,300 m) in length and would be parallel to each other, with about 100 feet (30.5 m) of separation. Onshore HDB construction activities would last approximately 108 days at the Ormond Beach site (see section 2.6.1, "Shore Crossing via HDB," for more detail).

No construction would occur on Ormond Beach, and the HDB construction areas would be limited to within the Reliant Energy Ormond Beach Generating Station property and offshore; therefore, beach recreation areas and public access roads to the beach would not be affected. The presence of the pipelines at Ormond Beach would not restrict access to the shoreline, nor would it result in substantial adverse physical effects on recreational facilities.

Construction or presence of the pipelines would not impede wetland restoration efforts at Ormond Beach. (These efforts may include expanded recreational opportunities.) The Center Road pipeline would be installed along an existing ROW just east of Edison Road. This is outside of the area that is marked for wetland restoration by the California Coastal Conservancy (2005). Section 4.13, "Land Use," contains specific information about the restoration plans for Ormond Beach.

HDB technology includes a semi-closed loop system to return excess drilling fluids to the drill rig for reuse or recycling (see section 2.6.1, "Shore Crossing via HDB"). This minimizes the likelihood of a release to the environment. If HDB drilling fluids were accidentally released at Ormond Beach, recreational activities, including fishing, swimming, and diving, would be restricted while the site would be cleaned up. This would be a potentially significant impact because it could reduce the quality of the recreational experience; however, implementation of an HDB contingency plan would limit the effects of such an accident. The effects of a release of drilling fluids would be temporary and therefore the impact on recreation in the area would be adverse, but not significant, and no mitigation is required.

Similarly, in the event of a gas leak or other damage requiring major repair of all or a segment of pipeline across Ormond Beach, recreational activities may temporarily be restricted at Ormond Beach until the pipeline is repaired in order to ensure public safety. The effects of beach closure to repair the pipeline would be temporary and therefore would not represent a significant impact on recreation in the area. See Impacts PS-4, PS-5, and PS-6 in Section 4.2, "Public Safety: Hazards and Risk Analysis," for a

discussion of long-term or worst-case scenario damage to the pipeline(s) and possible impacts on public safety.

The metering station and backup odorization facility would be added on the grounds of the Reliant Energy Ormond Beach Generating Station and would not reduce recreational opportunities at Ormond Beach.

Finally, parking for all construction workers would be provided on the Reliant site and would not restrict the already short supply of beach-access parking at the terminus of Arnold Road.

Because most of the construction would occur on the Reliant Energy Ormond Beach Generating Station property, the onshore construction in this area would not represent a significant change in the character of the area or limit recreational use, although the quality of the recreational experience would be temporarily reduced during construction due to dust, noise, and light.

This impact is considered adverse but not significant and no mitigation is required.

Impact REC-5: Reduce or Restrict Access to Parks or Reduce User Enjoyment

Construction activities could temporarily restrict access to parks due to increased traffic congestion or other nuisances in the general area of parks in the vicinity of pipeline construction (Class III).

The pipelines would pass within 1 mile (1.6 km) of the parks listed in Tables 4.15-4 and 4.15-5 above. The only recreational facility that the pipeline construction would cross, and thus directly affect, would be the multi-use trail along the South Fork Santa Clara River in Santa Clarita. (For discussion of this impact, see Impact REC-6 below.) Additionally, for approximately 1,500 feet (457 m) the pipeline would parallel the access road to the Saticoy Country Club, although it would be constructed within the adjacent agricultural fields rather than within the road ROW.

Saticoy Country Club is the closest recreational facility to the Center Road pipeline route, approximately 125 feet (38 m) from the route at its nearest point. Construction activities on the southeast side of the golf course could cause temporary noise and dust nuisances. Between the pipeline route and the golf course greens are orchards and many large trees that would curtail these impacts during construction by blocking some of the dust and noise. The next closest park on the Center Road Pipeline route is West Village Park, which is 0.3 mile (0.5 km) from the pipeline route. This distance would protect these parks from significant noise, dust, and light pollution resulting from pipeline construction.

Magic Mountain is located approximately 1 mile (1.6 km) west of the proposed Line 225 Pipeline Loop. It is unlikely that the sight and sounds of construction would disrupt the quality of the recreational experience there. Lane closures along Magic Mountain Parkway could result in significant traffic impacts for visitors during the peak summer

season. To avoid these significant traffic impacts, the Applicant would submit a Traffic Control Plan to the City of Santa Clarita to show how traffic would be managed during construction to avoid significantly affecting the amusement park traffic.

As discussed in Section 4.17, "Transportation," the proposed pipelines would be constructed mostly in existing road ROWs. In all cases, traffic would be maintained by being routed around the construction as needed. During construction activities, access to facilities along the route would be maintained. Onshore pipeline construction would typically proceed at 300 to 500 feet (91 to 152 m) per day through city streets and up to 600 to 700 feet (183 to 213 m) per day through agricultural areas, including orchards. Therefore, traffic congestion in the vicinity of the Project would be temporary, and vehicular access to recreational areas would not be adversely affected.

Finally, although not expected, temporary shifts in park use could occur, but not to the extent that physical deterioration would occur at other parks as a result of overuse. Therefore, should possible temporary shifts occur, the impact would be adverse but not significant and no mitigation is required.

For more information regarding effects of the Project on traffic patterns, see Section 4.17, "Transportation."

The Applicant has incorporated the following into the proposed Project:

AM REC-5a. Contractor Yard Locations. Contractor yards would be located at least 1 mile (1.6 km) away from park and recreational areas.

Mitigation Measure for Impact REC-5: Temporary Deterrence of Park Use Due to Traffic Congestion

MM TRANS-2a. Traffic Control Plans would apply to this impact (see Section 4.17, "Transportation").

The implementation of these measures would ensure that impacts on traffic due to congestion during construction would not significantly reduce or restrict access to parks.

Impact REC-6: Reduce or Restrict Access to Trails

Construction activities for the Line 225 Pipeline Loop would temporarily close the multi-use trails along the South Fork Santa Clara River (Class II).

The proposed Line 225 Pipeline Loop route would follow the South Fork Santa Clara River and run parallel to a multi-use recreation trail for approximately 1.5 miles (2.4 km) (milepost [MP] 2 to MP 3). Construction activities would occur close to the multi-use trail along the South Fork Santa Clara River for approximately 10 to 14 days. During this time, visitors could not use the trail. Even after this trail segment is reopened, evidence of construction, e.g. vegetation removal and mounded soil, would remain, although ultimately the area would be restored and vegetation would recover within

approximately one year. In addition, the quality of the recreational experience along the adjacent parts of the trail would be disrupted because of construction noise and inability to travel the length of the trail.

Mitigation Measures for Impact REC-6: Temporary Closure of Recreation Trails

MM REC-6a. **Trail Closure Signage and Information.** The Applicant or its designated representative shall post signs and disseminate information to the public about the multi-use trail along the South Fork Santa Clara River stating how long the trail will be closed, when it will be restored, and alternate routes.

MM REC-6b. **Trail Restoration.** The Applicant or its designated representative shall restore the multi-use trail along the South Fork Santa Clara River to its previous condition before construction within 21 days after completion of the section of the pipeline along the trail.

With implementation of these mitigation measures, disruption of the multi-use trail would be minimized and this impact would be reduced to a level below its significance criteria.

A summary of recreation impacts and mitigation measures is provided below in Table 4.15-7.

Table 4.15-7 Summary of Recreation Impacts and Mitigation Measures

Impact	Mitigation Measure(s)
Impact REC-1: Construction activities would temporarily restrict recreational boating and recreational marine fishing (Class III).	None.
Impact REC-2: Operational activities could restrict offshore recreational activities because of the creation of a 2 NM (2.3 miles or 3.7 km) Area to be Avoided around the FSRU, and a safety zone around the LNG vessels (Class III).	None.
Impact REC-3: During Project operations, the presence of the FSRU would alter the recreational experience of recreational boaters, including visitors on whale-watching trips and other visitors to the CINP (Class I).	None.
Impact REC-4: Construction or maintenance activities at the shore crossing could temporarily impede recreational uses or degrade recreational experiences at Ormond Beach because of the noise, dust, and light generated during construction and repairs or because of accidental release of drilling fluids or a gas leak (Class III).	None.

Table 4.15-7 Summary of Recreation Impacts and Mitigation Measures

Impact	Mitigation Measure(s)
Impact REC-5: Construction activities could temporarily restrict access to parks due to increased traffic congestion or other nuisances in the general area of parks in the vicinity of pipeline construction (Class III).	**AM REC-5a. Contractor Yard Locations.** Contractor yards would be located at least 1 mile (1.6 km) away from park and recreation areas. **MM TRANS-2a. Traffic Control Plans** apply here. See Section 4.17, "Transportation."
Impact REC-6: Construction activities for the Line 225 Pipeline Loop would temporarily close the multi-use trails along the South Fork Santa Clara River (Class II).	**MM REC-6a. Trail Closure Signage and Information.** The Applicant or its designated representative shall post signs and disseminate information to the public about the multi-use trail along the South Fork Santa Clara River stating how long the trail will be closed, when it will be restored, and alternate routes. **MM REC-6b. Trail Restoration.** The Applicant or its designated representative shall restore the multi-use trail along the South Fork Santa Clara River to its previous condition before construction within 21 days after completion of the section of the pipeline along the trail.

4.15.5 Alternatives

4.15.5.1 No Action Alternative

As explained in greater detail in Section 3.4.1, "No Action Alternative," under the No Action Alternative, MARAD would deny the license for the Cabrillo Port Project and/or the CSLC would deny the application for the proposed lease of State tide and submerged lands for a pipeline ROW. The No Action Alternative means that the Project would not go forward and the FSRU, associated subsea pipelines, and onshore pipelines and related facilities would not be installed. Accordingly, none of the potential environmental impacts identified for the construction and operation of the proposed Project would occur.

Since the proposed Project is privately funded, it is unknown whether the Applicant would fund another energy project in California; however, should the No Action Alternative be selected, the energy needs identified in Section 1.2, "Project Purpose, Need and Objectives," would likely be addressed through other means, such as through other LNG or natural gas-related pipeline projects. Such proposed projects may result in potential environmental impacts of the nature and magnitude of the proposed Project as well as impacts particular to their respective configurations and operations; however, such impacts cannot be predicted with any certainty at this time.

4.15.5.2 Alternative Deepwater Port Location – Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline

The offshore recreational impacts of this alternative would be similar to those of the proposed Project, with the exception of recreation-related visual impacts. The FSRU would be located 5 miles (8 km) closer to shore. Therefore, it could be more visible

from land by visitors to the shoreline and boaters in the nearshore area. It would also be closer to Santa Cruz Island, but approximately the same distance to Anacapa Island, compared with the proposed Project. In addition, it would be closer to the route that boaters from Santa Barbara would use to visit the Channel Islands. This alternative location would result in a potentially greater significant impact for recreational boaters using the area than the proposed Project.

The shore crossing would involve HDB activities located between McGrath State Beach and Mandalay Beach Park and connection to the Reliant Energy Mandalay Generating Station. The construction across the beach would result in construction activities and impacts similar to the activities and impacts of the proposed shore crossing at Ormond Beach.

Nearby beaches and parks include McGrath State Beach, Mandalay Beach Park, and Oxnard Shores. Along West Gonzales Road, the onshore pipeline would be near but would not pass or be directly adjacent to the following parks: Cabrillo Park, River Ridge Golf Course, Buenaventura Golf Course, Connelly Park, Eastwood Park, Sierra Linda Park, South Bank Park, Orchard Park, Rio Lindo Park, Borchard Park, and West Village Park. There would be no direct impacts on these recreational facilities. As with the proposed route, the main impact would be due to temporary traffic congestion in the general construction area, and the same mitigation would apply.

4.15.5.3 Alternative Onshore Pipeline Routes

Center Road Pipeline Alternative 1

This alternative would have impacts on recreation similar to those of the proposed route. It would not cross through or be adjacent to any parks and, as with Center Road Pipeline Alternatives 2 and 3, would be situated farther from the Saticoy Country Club. The main impact would be due to temporary traffic congestion in the general construction area, and the same mitigation would apply.

Center Road Pipeline Alternative 2

This alternative would have impacts on recreation similar to those of the proposed route. It would not cross through or be adjacent to any parks and, as with Center Road Pipeline Alternatives 1 and 3, would be situated farther from the Saticoy Country Club. The main impact would be due to temporary traffic congestion in the general construction area, and the same mitigation would apply.

Center Road Pipeline Alternative 3

This alternative would have impacts on recreation similar to those of the proposed route. It would not cross through or be adjacent to any parks and, as with Center Road Pipeline Alternatives 1 and 2, would be situated farther from the Saticoy Country Club. The main impact would be due to temporary traffic congestion in the general construction area and the same mitigation would apply.

Line 225 Pipeline Loop Alternative

The Line 225 Pipeline Loop Alternative would affect the same recreation areas as the proposed Project route and would result in an adverse impact on the multi-use trail on the South Fork Santa Clara River. The same mitigation would apply.

4.15.5.4 Alternative Shore Crossings and Pipeline Connection Routes

Arnold Road Shore Crossing/Arnold Road Pipeline

Access to Ormond Beach is mainly via Perkins Road and Arnold Road. Arnold Road is a narrow rural road that provides limited parking near the beach-access point.

This alternative would have impacts similar to those of the proposed Project. The same proposed Project mitigation measures would apply to this alternative. The pipeline would not cross through or be adjacent to any parks, and the main impact would be due to temporary traffic congestion in the general area.

Point Mugu Shore Crossing/Casper Road Pipeline

Fewer impacts on onshore recreation would occur at this alternative shore crossing location because Naval Base Ventura County (NBVC) Point Mugu is not open to the public because of security protocols for the military mission. The NBVC Point Mugu police patrol the base and monitor the boundaries of the eastern and western arms to prevent trespassers from entering through the fence lines. Visitors who go to NBVC Point Mugu to take part in natural resources activities are allowed on the base only in groups and with permission from military personnel and a pass from the base pass office. Once they are on base, all visitors are expected to follow NBVC regulations and observe base area restrictions.

In addition, access is restricted to most of the base, even for NBVC personnel, because of mission activities and the sensitive nature of the natural resources. Areas open to base personnel for recreation include Family Beach, picnic and campground areas, and hunting blinds during the open hunting season. Most of the western arm of the base is enclosed in a Weapons Safety Arc for missile and operational activities. The areas within the Weapons Safety Arc are closed to all personnel.

Under this alternative, because the pipeline would not cross through or be adjacent to any parks, and avoids public areas at Ormond Beach, the proposed Project mitigation measures for onshore construction and operation do not apply, and no additional measures are required.

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